

GLASS FITTINGS FOR THE DAIRY.—At the Agricultural Society's meeting at Lewes, which, satisfactory as it was in some respects, will prove a considerable loss to the Society, many inventions in glass were introduced by Messrs. Cogan and Co. of Leicester-square, carrying out their original notion of producing every article of glass for the dairy. All who keep dairies are interested in obtaining this cleanly material at a reasonable price. The German pans, recommended by Capt. Carr, and now imported by this house, are made of bottle glass, somewhat deeper, though of smaller diameter, than the English ones generally used, and are sold at 21s. per doz. instead of 36s. English pans were also shown, of the same size and price, of the light green metal. Stout pans, made of plate glass in its rough state, and now reduced to the same price, appear more durable, being the same substance throughout. They have cream-pots; Lord Camoy's syphon, for separating milk from cream; lactometers, for testing the richness of milk; a glass pail, of the ordinary size, protected at the bottom with a loose basket, and with a portable bail and hoop of wood, an accompaniment to their patent glass churn, which was also exhibited; butter alabs made of glass; butter presses; butter dishes; dairy shelves; glass ventilators; bee glasses, and a variety of other articles.

BLASTING IN SCOTLAND.—At the Garraully Quarry, in Scotland, on Monday week, half a ton of powder, divided into thirteen charges, was fired simultaneously by means of the electric current—the result of which is said to have been the perfect dislodgement of probably about 140,000 cubic feet of stone.

MONUMENT BY GIBSON, THE SCULPTOR.—A monument has been executed in Rome by Mr. John Gibson, sculptor, to the memory of his brother, Benjamin Gibson, the well-known antiquary, who died last year at the Baths of Lucca.

A VIEW OF OXFORD.—I have enjoyed the rich treat of a visit to Oxford. I should think it must present immense attractions to a student of the fine arts. To me it seemed like the fulfilment of some romantic dream. Though I went full of expectation, I found it quite as beautiful as I anticipated. The venerable monuments of antiquity, the exquisite architecture, the windows all ablaze with Scriptural histories, the libraries, the galleries of pictures, the museums, and, above all, the holy memories that come around you as you behold the portraits of England's best and wisest, or walk in the footprints of the martyrs, produce a species of sacred intoxication from which it is not easy to recover. As I walked round the top of the Radcliffe Library, and looked down on the forest of pinnacles, the tall spires, the beautiful quadrangles interspersed with gardens and groves, the river with its bridges, and the beautiful woodland landscape glowing to the horizon in the clear light of a cloudless sky, I was lost in admiration. The modern improvements are very extensive. One of the most exquisite things in Oxford is the chapel of Magdalen College, which was restored in 1833. The window representing "The Last Judgment," and the altar-piece representing "Our Lord carrying his Cross," are things which, having been once seen, grave themselves on the memory for ever. The restorations were done on the spot by English workmen. At Queen's, 30,000*l.* were left in 1841 by Dr. Mason to be laid out in books; this sum has been raised by subscription to 60,000*l.* I think they told us, and the whole has been applied to the formation of the present beautiful library. The Botanic Garden has been greatly improved lately. Certainly, if the accumulation of buildings, works of art, and books would suffice to produce good clergymen, England would indeed be a blessed place. We know very well, however, that these things are useless unless it please God to send His spirit from above; but we have reason to be thankful that he has done so in so large a degree, and that notwithstanding our divisions and worldliness, He has made England, to so great an extent, the nursery of the true faith, and has enabled her to propagate it to the very ends of the earth.

Z. Z.

A NEW PLASTIC MATERIAL.—A Parisian sculptor, M. Duttoit, has obtained an English patent for a chemical combination of certain agents for obtaining a new product to be used in the plastic arts. The patentee combines with gutta percha oxide of zinc, amianthus, and sulphate of baryta, in conjunction with various colours. The gutta percha is first prepared and bleached by being dissolved in rectified naphtha, benzoic, or sulphuret of carbon. When the compounds do not possess sufficient elasticity, caoutchouc is added. The gutta percha being prepared, after filtration he places the solution in a still, adds the other ingredients, and stirs the whole well together. Heat is then applied until all the volatile oil is driven off, when the material is removed to the desired moulds. It is said to be suitable for numerous moulded works of art, tissues, or artificial flowers: it may be used as leather, when rolled into sheets, or it may be diluted with naphtha, or benzoic, and employed as liquid paint.

THE TIMBER TRADE AT LIVERPOOL.—An influential meeting was held on Saturday week for the purpose of considering the high rates of inward carriage paid at Liverpool, compared with other parts of the kingdom. Mr. Fleming (of the firm of Chaloner and Fleming) entered into a statement from figures received from Mr. Braithwaite Poole, to shew that by rail from Grimsby to Manchester is 107 miles, and the rate at the present time is 10s. per ton; that the distance from Liverpool to Manchester is 31 miles by rail, and the rate 7s. 6d. per ton; that by water-carriage (canal) from London to Birmingham, the distance is 160 miles, and the rate 10s. 6d.; that it is 112 miles by rail, and from Liverpool to Birmingham 98 miles, and the rate is 11s.; that from Liverpool to Manchester is 48 miles by canal, and the rate is 7s. 6d. He had made inquiries as to the rates between other places, which he laid before the meeting. From Liverpool to Manchester, he found the rate was 2*½*d. per ton per mile, and from Hull to Manchester only 1*½*d. per mile. After some conversation, Mr. Chaloner moved the appointment of a committee to collect evidence upon the whole subject, and suggested that if a memorial were presented to the Earl of Ellesmere he would at once meet their views. Mr. Steele and other gentlemen thought the railway companies would be the most likely to do so. The resolution appointing a committee was put and carried, and a subscription entered into for carrying out the views of the meeting.

POMPEIAN HOUSE IN BAVARIA.—We hear from Bavaria that the Pompeian house which King Louis the First ordered to be erected in the midst of the park of his domain is completed, and has become an object of great interest to the archaeologists of Germany. It is executed after drawings by Herr Klenze. The principal mural pictures are by Herr Nilsson, of Munich; who took the subjects from Pompeii itself, where he resided five years for the purpose. In the middle of the back wall of the atrium is the superb antique mosaic presented to King Louis by Pope Pius the Ninth; and to render the illusion complete, the King has surrounded the edifice with orange, palm, and other Italian trees. From the terrace of the grand court, the eye ranges over a magnificent panorama, embracing in the distance Mount Taunus and the chain of the Odenwald and of Freigericht.

—*Attentum.*

CONTINENTAL RAILWAY COMMUNICATION.—A company is in course of formation in Holland, with a capital of 36,000,000 florins, in order to place that country in railway communication with Germany, Belgium, France, &c.

ELECTRO-TELEGRAPHIC PROGRESS.—A subterranean telegraph has just been opened between Naples and Gaeta. The wires are covered with gutta percha.—An old proposal is again on the tapis for communicating between railway trains in motion and stations, by means of the telegraph, so that they may reciprocate signals, in the event of danger, at given distances.—The various police stations in the metropolis and its outskirts will shortly be connected with one another and the railways by electric telegraph.

THE GREAT IRISH INDUSTRIAL EXHIBITION.—We understand that the committee are now occupied in considering the designs for the building to be erected, that have been sent in, and to aid them in their labours in this respect, have called to their assistance the professional services of Mr. Hemans, the engineer of the Midland Great Western Railway; Mr. George Miller, of the Great Southern and Western Railway; Mr. Fairbairn, of Manchester; and Mr. Lanyon, of Belfast.

THE ELECTRIC LIGHT.—An experiment with the electric light for the Parisian fête of 15th of August was made in the Champs Elysées on Monday week, at midnight, under the direction of M. Romieu. It is said to have been perfectly successful.

NEW STEAM-ENGINE.—Mr. James Sinclair, of Stirling, according to a local paper, has invented a steam-engine "entirely divested of the complicated machinery commonly in use. It consists of an oscillating cylinder, working in a journal and bush at the bottom, by which the steam is admitted to and escapes from the cylinder, without the aid of any mechanical contrivance, but simply by its own oscillations. The inventor," it is added, "has a small model of it working by water power, and another of larger construction now in course of progress."

A VIEW OF LANCASTER. by Mr. W. Lanton, lithographed by Mr. Needham, has just now been published, and makes a very agreeable picture. The town, terminating with the castle and the church, groups well, and Morecambe Bay and the Lake mountains form the background.

LIMERICK SCHOOL OF DESIGN.—We hear that Mr. David W. Raimbach, late second master at Belfast, has been appointed by the Board of Trade to the mastership of the New School of Design and Ornamental Art in Limerick.

TO CORRESPONDENTS.

"H. and C." (we are unable to reply without seeing the drawings), "C." "W. S. G." "Capt. J. N." (we cannot advise a patent), "Howden" (any efficient smith will fit up proper iron doors for the purpose), "G. P." "C. P. R." "T. L. D." (thanks), "Rev. A. H. G." "C. C." "Ed. of N. W." "B. and M." Ross (the expense should fall on M.), "Y. and Son," "H." "Mr. G." (similar accounts have been given already), "M. L." "C. V." "C. and G." "E. B." "An Architect's Apprentice," "One of the Contractors," "A. and C." "Sir J. P." "G. F. E." "W. L." "R. J." (we have not time to refer), "M. P." (ditto. Look for yourself), "G. W. S." (hydroboric acid will "obscure" the surface of glass, but it must be used with care, being diluted in its effects on the skin), "J. W. W." "Non Competitor," "Wandering Amateur."

"Books and Addresses."—We have not time to point out books or find addresses.

NOTICE.—All communications respecting advertisements should be addressed to the "Publisher," and not to the "Editor;" all other communications should be addressed to the Editor, and not to the Publisher.

ADVERTISEMENTS.

LIGHTNING CONDUCTORS.
R. S. NEWALL and CO. PATENT COPPER ROPE.
14th diameter. 72*½* per 100 feet.
(Office, 120, Strand, London.)
Manufacturers, Loughborough-on-Trent.

SIR W. S. HARRIS'S LIGHTNING CONDUCTORS.—The public attention, as well as that of Church-building Committees, and those engaged in the preservation of churches and all descriptions of buildings, is called to the very numerous recent disastrous effects of the heavy thunderstorms which have prevailed. THOMAS W. GRAY, 78, King William-street, City, London, respectfully announces that he is the only person authorized by Sir W. Harris to supply his Lightning Conductors, and that he will be responsible for their application by any other person. The particular form and adaptation of these Conductors is such as to safely carry off any amount of electric fluid, as evidenced in many authenticated instances at sea, both in the many bad merchant vessels as well as in buildings; and to show the importance of three Conductors, it may be stated that the Prince Consort Medal of the Great Exhibition was awarded for them. Mr. T. W. GRAY will be happy to supply any information that may be desired, and to furnish estimates of the cost for fitting the Conductors.

SOUTH WALES RAILWAY.—NOTICE. is hereby given that the next HALF YEARLY GENERAL MEETING of the Proprietors of the said Railway will be HELD, pursuant to the Act of Parliament, at the PAINTING STATION of the Great Western Railway, on FRIDAY, the 15th day of August, instant, at One o'clock precisely: At the general purposes of business. (Signed)

C. R. TAYLOR, Esq., Chairman.
WILLIAM MATTHEW, Esq., Secretary.
The Transfer Books will be closed on the 14th inst. and will not be re-opened until after the Half Yearly General Meeting, on the 15th instant—By order.
FRED. G. SANDERS, Secretary,
South Wales Railway, Office, 10, Fenchurch-lane, Pudding-lane,
London, August 4, 1862.